

American Navy Must Find U-Boat Cure, Says Pollen

New Advice Needed to Solve Problem, and This Should Come from Head of U. S. Sea Forces—Task Is One for the Greatest Military Genius

By ARTHUR H. POLLEN

This is the last of a series of three articles on the U-boat menace by England's distinguished naval critic.

THE two preceding articles have established the following two propositions: First, if the German submarine menace is maintained at its present standard the shipping of the world, and every ton that can be built, will be reduced by February, 1919, to less than three-fourths of its present amount. As a question whether after such a depletion the Allies can continue the war, or whether America can intervene, it is certain that the tonnage cannot go far below this point and still have sufficient supplies for carrying on the campaign. It is clear that Europe and America may be compelled to compromise, for the simple, but sufficient, reason that the communications of the forces in France will virtually have been severed.

Secondly, we saw that such measures, as to arm merchant ships, to improve their formation, to patrol the danger zone and to convoy ships over it, added to the present means of blocking the submarine's progress by nets and mines, of hunting it down by aircraft and destroyers, while mitigating the damage, hold out no promise of solving the problem that faces us. We have been compelled to say that the anti-submarine campaign, though it has added off disaster, has failed in its main purpose. It has not brought and does not seem likely to bring the tale of losses to negligible proportions.

Something Must Be Done Soon

In view of these two exceedingly unpleasant truths something has to be done. We cannot sit still and wait for the inevitable catastrophe. What a similar predicament in private life, a case of illness is obstinate and after a certain group of doctors and a course of treatment that does not seem to do the trick, we do not fall in with the view that nothing can be done, but all others into consultation. We go to some one who may be able to suggest a new treatment and, if necessary, we embark frankly on experiment, simply because we know that unless we are inventing, even to the length of becoming revolutionary, the situation will degenerate. Now, in the case of the submarine, we have seen, in our second article, that all the things which Europe has tried we can extend with American help. We can get more mines and perhaps better mines, more and perhaps better guns; we may get improved methods of under-water hearing and other scientific ideas which will enhance the efficiency of measures of this sort that we already used.

Now, add, that is to say, but not very truly nor as quickly as we should like, our patrolling forces, our convoys, our above-water and under-water weapons and to the means of preventive detection. But there is nothing in the present situation to show that mere convoys or mere improvements can solve the problem. There are, in truth, too many problems for any simple remedy to suffice. The submarine can be employed in a vast variety of ways; it calls, therefore, for an almost equal variety of antidotes. No single new invention, then, however startling and complete it may seem to be, will meet the case, and all this is only another way of saying that we are faced, not by a scientific, not by an engineering, not by an industrial problem, but by a series of new and incompletely studied phases of naval war.

Fighting Men Must Solve Problem

In the last resort all war problems are fighting problems. They can be dealt with only by fighting men and in a fighting spirit. The pundits and the professors can help, indeed give invaluable help, but it is not until their discoveries are handed over in working shape to the seamen that the real work begins. It is the seamen that have to find the way of doing it, and up to now it is virtually the British seamen only who have tried their hand at the game. The Admiralty at Whitehall and the officers of the Royal Navy afloat have done an enormous amount. Unquestionably, they have done their best, but, as we have seen, they have not done enough. They are not to be blamed or criticized that this is so. But the less they are open to criticism, the more necessary it is that new advisers should be called in. What we want, then, much more than inventions, or more ships, or more material, is new men and unprejudiced brains.

Sea power consists of ships, weapons, methods of using the ships and weapons, trained crews, officers to command and lead them in war, and a supreme higher command, a supreme authority that directs the operation of the whole. I have put these in the inverse order of their importance, for clearly ships are of less importance than the weapons they carry, and the weapons no less important than the methods which alone can make them effective.

Case for High Naval Command

And ships, weapons and methods will be useless unless the crews are skilled and disciplined, and crews like these cannot be possessed unless there are officers of high professional accomplishment and with a genius for leadership, who will turn enlisted men into perfected units in a fighting force and get the right work out of them when fighting comes. And, finally, you can never possess in the war the best sort of ships, weapons, methods, crews, officers and battle leaders unless they have been created in peace time and are directed in war time by a higher command that knows its business. And by higher command I mean the controlling organization. It is the Board

of Admiralty at London, or the Navy Department at Washington. It is a surprise to most people to learn that the most vital factor in naval war is not the navy at sea, but the naval command on shore. Yet it is obvious and elementary truth.

It looks, then, as if our examination of this subject has brought us to the following conclusion: If we are to be sure of inflicting military defeat on Germany we must first conquer the submarine. Conquering the submarine is an operation the right form of which has not yet been ascertained. It may be unattainable. If so, we must hope to beat Germany on land before our sea supplies give out. But if it is attainable, it can be found only by a competent naval chief command. It is a case in which one wishes to call in new advice, and it is to the American navy only that we can look for such new advice. Can the American navy tackle this problem and make it its own?

U. S. Navy Should Find the Cure

There are some naval officers here who would deal with this as a matter in which Washington waits upon Whitehall. I submit this is altogether the wrong argument. By all means find out what Whitehall knows, get all the symptoms, examine the reports of all the treatments that have been tried; but the American navy should make its own diagnosis and propound its own cure regardless of British experience.

It is the urgency of this tremendously difficult task that makes the headship of the American navy—whether it is held by one man or by many—all adds the most important military office in the world to-day. For it is on the rightness of the American naval policy, on the swiftness and courage with which decisions are made, on the scale and inventiveness with which experiments are pushed forward, that the attainment of victory and escape from defeat depend. If the greatest military genius of the past were alive and ready to take service with the Allies to-day, it is this job and no other that would be assigned to him. It is, then, to the chief of the American navy that the American people should give their complete confidence and a blank check on the nation's resources in wealth, industrial capacity and in brain power.

Troops May Back Catalonia Protest

Members of Parliament to Hold Barcelona Meeting and Demand Autonomy

Madrid, July 16.—Barcelona newspapers publish a note stating that a meeting of members of the Cortes from Catalonia will be held on Thursday, notwithstanding all denials, and that the organizers of the movement count on the support of a large part of the army.

Various defence committees, on the other hand, have held meetings to protest against any such manifestation. It is asserted the army will remain aloof from politics and obey the government.

Export Council Fixes War Embargo List

Trade in Articles Enumerated Totalled \$165,188,895 in Ten Months

(From The Tribune Bureau.) Washington, July 16.—In the consideration of the applications for export licenses under President Wilson's first export control proclamation, the administrative board of the Export Council has decided that the following articles are included under the list enumerated in the President's proclamation:

Sulphur, saltpetre, nitrate of potash, benzol, rice, dried beans, inedible fats, peas, condensed milk, structural steel, shapes and mill steel, including angles, tees, beams and channels, mill steel plates of ordinary tank quality, rolled steel floor plates, resin and turpentine, washing powder, hand lantern oil, alcohol, lubricating oil, steel plates, malt, tank plates and boiler plates, soap and soap products, animal and vegetable oils, malt and cornstarch.

The extent to which the articles mentioned in the above list figure in the export trade of the United States is shown by statistics available for the ten months ended with April last. The value of the exports for the period mentioned is as follows:

Animal oils, \$640,465; vegetable oils, \$20,587,467; lubricating oils, \$38,406,903; malt, \$4,670,060; steel plates and sheets, \$30,407,143; soap and soap products, \$4,915,368; resin and turpentine, \$18,131,535; sulphur, \$2,946,607; washing powder, \$166,802; condensed milk, \$17,431,641; beans and dried peas, \$7,812,072; rice, \$5,299,714; and structural steel, \$18,776,112.

Total, \$165,188,895.

Japan Posts Enemy Trading Blacklist

Tokio Expects to Lose Little Business by Enforcing New Act

(From The Tribune Bureau.) Washington, July 16.—Japan has gazetted her trading with the enemy act and blacklists under it, which will be augmented, according to a statement authorized by the Japanese Department of Commerce and Agriculture, until it covers practically all parts of the world.

In the opinion of the Tokio government, the loss of trade for Japan through enforcement of the act will be insignificant. The importation of goods produced by enemy countries or handled by their subjects already had been reduced to the smallest possible volume. The export of Japanese goods to enemy countries through neutral countries also had been reduced to a minimum.

This year has seen the import of only 300,000 yen worth of German goods by Japan through neutral countries, the principal goods thus imported being dyestuffs, machinery and woolen fabrics.

Miners Strike in Silesia and Rhine Coal Fields

Copenhagen, July 16.—Extensive strikes are reported to be in progress in the Silesian and Rhine coal fields of Germany.

The trouble has arisen over the food restriction and objections to the labor service law.

Only a Test of Plans Will Settle Shipbuilding Fight

By C. W. GILBERT

Washington, July 16.—The shipbuilding situation deserves analysis. Mr. Pollen, in last Sunday's Tribune, said that we should be impotent without means of transporting our armies to France and maintaining them there, and proved that the rapidly diminishing available world's supply of shipping would not afford such means. Already the General Staff of the army is worrying over this identical problem.

Are we building ships to make our force felt in Europe and building them in time? Are we building all the ships we can and as quickly as we can? Have we the proper organization to build ships?

Let us begin with organization. It is the element that, no matter which way we turn, is everywhere lacking. The country has done some big things and shown a fine spirit, but it has not found out how to organize for war. Often it looks as if a step forward toward a proper mechanism was just about to be made, but somehow it never does get made. And of all the faulty organizations here the shipbuilding organization is the worst.

The recent Presidential order settled nothing; in fact, it settled so little that there have been appeals to the President and decisions by the President since that order which was to start the shipbuilding programme was promulgated.

Both Sides Patted on the Back

Nor did the order itself do what it purported to do. Along with it went a private letter to General Goethals assuring him that, though the power to spend the three-quarters of a billion for ships was placed in the hands of a corporation controlled by Mr. Denman, General Goethals was not to be "hampered" in his work. And there was another private letter to Mr. Denman.

The effect of these two letters is described by one who is familiar with the situation as making each one of these protagonists feel that he "had the world by the tail feathers."

The fight is going on. No proper organization will exist until one or both of the fighters have been eliminated. The President is said to have avoided the issue for political reasons.

After the food bill has passed the President is expected to settle the controversy if in the meantime Mr. Denman and General Goethals have not fought it out to a conclusion. The President does not want this question precipitated into Congress while the highly delicate subject of food control is pending.

The line of attack upon General Goethals by the Shipping Board will probably be that he is not providing ships as rapidly as he should. In pursuance of this idea Mr. Denman has asked his general manager of the Emergency Fleet Corporation for details as to when the ships provided for in his public programme will be in the water. This information soon will be forthcoming.

Wooden Ship Issue

The only criticism that can be made of the general is that he has not availed himself of the possibility of quick wooden ships. The general says that quick wooden ships are "a myth." Shipping Board agents say that quick wooden ships can be had in large numbers. The general says it takes eight months to build a wooden ship. His critics say that wooden ships can be built in sixty days.

It is a sharp issue. And it is of vital importance to this country to know whether it is losing an opportunity to turn out a big fleet beginning six months from now of vessels that will occupy the ways only sixty days.

In six months General Goethals will be adding practically no new ships to this country's supply except those that are already on the ways and are to be commandeered. The special government construction programme, in addition to ships already under contract to private builders and foreign powers,

now to be commandeered, will yield little in the way of additional tonnage inside of a year. The burden of the quick-ship advocates' complaint is that it should be producing ships in six months and one new ship for each set of ways every sixty days thereafter, instead of few ships for a year and only one new ship for each ways every five months thereafter, as the steel programme provides.

It is only necessary to examine the situation to see that very little of the new shipping in addition to that already on the ways and to be commandeered will be ready in a year. General Goethals said in his statement that he had let contracts for 348 wooden ships, with a tonnage capacity of 1,218,000 tons. These are not quick wooden ships of a simple design.

Simple Design Rejected

General Goethals rejects the simple design. He told me that the best time of construction he could get for a wooden ship was eight months. But very few ways exist for building wooden ships of the size demanded for ocean service. Ways will have to be constructed for these wooden ships. The least estimate of time for the construction of ways in four months, so that the lowest estimate of time for building ways, four months, and the best bid General Goethals could get, eight months, for construction, make a year.

Some of these contracts have been let for a month or two. But it is also going to take more than four months to build ways in some cases, and the contract time in most cases, apparently, is more than eight months. We shall only be beginning to get this 1,218,000 tons of wooden shipping a year from now.

Let us take steel. Contracts have been let for seventy-seven steel ships, with a tonnage of 622,800. Some of these contracts have been let to contractors who haven't even a shipyard. In general, ways will have to be built for most of these ships, the existing ways being full and having contracts waiting. It takes, the general told me, six months to build ways for steel ships. It takes five or six months to build ships after the ways are done.

The general's best contract calls for five months for construction. So that in about a year these steel ships will begin to come in, not all at once, but where a concern has contracted for several ships one will be ready for delivery from each ways in about a year, and the rest will be cleared for work as the ways are cleared, with deliveries at intervals of about five months.

And with regard to the big programme of 2,500,000 tons of fabricated steel ships, ways still have to be built. Their building alone, the general says, will take six months. Probably 100 such ways will be built. A year ago, now they will be delivering 100 ships every four or five months.

A year from now we shall begin to get ships on a considerable scale. In the meantime General Goethals will be expediting the commandeered ships on the existing ways. There are 1,500,000 tons of such ships building or under contract. Probably half of these would have been finished in a year in any case. If General Goethals expedites the work adding 500,000 tons to this he will have done well, and added 500,000 to shipping that will be ready in the next twelve months.

The general has accomplished a big work in organizing all this construction and in providing for clearing existing ways by speeding up processes. He has brought order out of chaos, for the Shipping Board, till he came, had neither plans nor executive ability to carry them out. But the question is whether in building for the larger future he has not lost sight of the existing emergency. He has been exceedingly critical of ship designs, insisting on lasting seaworthiness, while the real need is not ships that will take care of America's commercial future, but ships that will be ready in a few months to carry our men to France and feed them there.

Are quick ships a "myth," as General Goethals says? Or, are they a possibility upon which work ought to have been begun two or three months ago, as the wooden ship advocates assert? No one really knows. On each side we have the opinion of men who do not know what they are talking about.

What Shipping Board Could Do

If the Shipping Board wanted ships instead of a weapon to club Goethals over the head they would call together the best shipping experts in the country and get their opinion on the present Hough design, the quick-ship design. This design is the basis of the con-

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It has received a high rating from the American Bureau of Shipping, Lloyd's and the French Marine Insurance organization have now been asked to pass upon it. The only other known expert opinion upon it is that of Mr. Ferriss, General Goethals' architect, who has both approved it and disapproved it, and whose judgment is perhaps biased by the fact that he is the author of the rival design accepted by the general.

There seems to be little doubt that if the Hough ship will float, ships, according to it, can be built quickly. Mr. Arthur Brothers, one of the largest firms of contractors in the country, offer to give a bond to produce wooden ships of this sort in six months, and say they can turn one out for each ways every sixty days thereafter. Leonard Imboden, another important contractor, wants to build 400 such ships and makes a similar estimate as to time.

The country needs a shipping reorganization that will end the present personal controversy. It needs an authoritative test as to whether General Goethals's one year hence shipbuilding programme cannot be and should not be supplemented by a six months' hence shipbuilding programme. These are vital needs.

Oust Denman from Ship Board, Is Advice of Bernard N. Baker

(By Telegram to The Tribune.) Baltimore, July 16.—In the opinion of Bernard N. Baker, moving spirit in the creation of the United States Shipping Board, there is only one way to make that body accomplish the purpose for which it was organized—namely, the upbuilding of a great American merchant fleet.

It is necessary that William Denman, chairman of the Shipping Board, be dismissed, says Mr. Baker, and that his place be filled by some man who knows something about ships and who will cooperate with General Goethals. Mr. Baker was named a member of the board when it was created last January, but resigned when he found that Mr. Denman was slated for the chairmanship.

"Mr. Denman knows absolutely nothing about ships," said Mr. Baker today. "His sole qualification for the post was that he had had some experience as a lawyer on the Pacific Coast in prosecuting claims against other nations for alleged infringement of our rights at sea. He was and is wholly innocent of any knowledge which would assist in the building of a great fleet. He will not cooperate with General Goethals and he insists on adhering to the programme for building wooden ships instead of steel ships."

"As a matter of fact, he has said that he purposes to make the chief work of the United States Shipping Board the collection of claims from Great Britain for the infringement of our rights. This when Great Britain is our ally, will be very embarrassing to President Wilson."

Five Months Wasted, He Says

"As a result of these tactics five months have passed and the board has no definite policy. It has not determined whether it will build steel or wooden ships."

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because I couldn't work with Mr. Denman.

"Would you accept the chairmanship now?"

"I have offered my services in building this fleet in any capacity, without any remuneration," said Mr. Baker.

Mr. Baker thinks that other members of the board are hardly better informed on shipbuilding than Mr. Denman. The other members are J. B. White, of Kansas City, long engaged in the lumber business; Theodore Brent, who was in charge of the traffic bureau of the Cotton Exchange in New Orleans when appointed, and ex-Congressman William D. Stevens, of New Hampshire.

"Mr. Stevens once told me that he knew all about ships because he had been seeing a ship on the coast of arms of New Hampshire all his life," said Mr. Baker.

Three New Chinese Ministers Appointed

Washington, July 16.—Reconstruction of the republican government of China following the futile attempt to restore the Manchu monarchy was reported in dispatches to the Chinese Legation here from Peking to-day as progressing rapidly.

Wang Ta Shih, formerly secretary of the legation here and Minister to Great Britain and Japan, has assumed the office of Foreign Secretary, and Admiral Liu Kwang Hsueh, for three years Minister of the Navy under Yuan Shih-kai, has accepted a similar post with the new government. T'uan Chih-Jui, the Premier, has also assumed the portfolio of Minister of War.

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